

AEROPLANE GUN
BLOWN TO PIECES

Army's New Weapon Is Destroyed in First Trial, Held at Sandy Hook.

TARGET IS UNSCATHED
High Explosive Used in Shell to Tear Up Flying Machines Wrecks

HERALD BUREAU, 1 No. 1502 H STREET, N. W., Washington, D. C., Friday. Delay in the much talked of tests of the army aeroplane gun at Sandy Hook, which were to be conducted before a chosen committee of ordnance experts of the army and navy, was explained to-day when it became known that the gun during preliminary firing, blew itself in two and left the aeroplane target unscathed. And even this afternoon Brigadier General William Crozier, chief of ordnance, greeted the report with a smile and said simply "News to me."

It is likely that the secret would have been kept intact had not arrangements been made for a few chosen witnesses to the secret test. When the promised test did not materialize they became curious, and finally discovered they would have to wait for the completion of a new gun, the old one had blown its muzzle off with a new-fangled high-power shell especially designed to destroy aeroplanes.

It appears that when sights were completed on the gun, which is a three inch weapon, it was planned to fire an expert shot at a balloon or box kite representing an aeroplane. The shell chosen contained a high power explosive and a time fuse so set as to shatter the target to bits when it reached it.

When all was ready, gun pointing skyward, balloon awaiting its fate, the gun was fired.

There was a flash, followed by another, and the muzzle of the weapon hurled itself lamely toward the sky and fell in bits like Mark Twain's "good little boy."

It was blown up by the dynamite tied to the dog's tail and came down "scattered" in four different corners.

PUBLISHERS UNITE
IN DINNER TO DEAN

Gilman H. Tucker Has Been in the School Book Industry for Fifty Years.

Gilman H. Tucker, dean of school book publishers and director and secretary of the American Book Company, will celebrate his seventy-sixth birthday to-day and will be chief guest this evening at a dinner which will be given to him at the University Club by the leading school book publishers of the country. The dinner also will mark the completion by Mr. Tucker of fifty years of continuous service in the school book business.

Mr. Tucker is now considered to be the oldest active publisher of school and college books, and there will be present at the dinner many veterans of the craft, as well as newer men in the business.

Mr. Tucker recently celebrated the fiftieth anniversary of his graduation from Dartmouth College. He is a member of the University Club, the Phi Beta Kappa Society, the Phi Epsilon, the New England Society, the Dartmouth Association, the Aldine Club, the Sons of the Revolution, the Society of the Colonial Wars, the Nineteenth Century Club, the Appalachian Mountain Club, of Boston, and other associations. He is hale and hearty.

ADRIFF IN SOUND ON ICE CAKE. Two Young Men Exhausted When Life Saver Rows Out to Them.

BRIDGEPORT, Conn., Friday.—Adrift on a cake of ice, George Lawrence, sixteen years old, and Allie Phelps, seventeen, were being carried out into the Sound, off Bridgeport, to-day when rescued by Fred Forrester, a life saver. A few minutes more and the youths would have slipped into the water for they were numbed with cold and exhausted by their efforts to cling to the surface of the ice cake.

Lawrence and Phelps, who are employed at the factory of the Locomobile Company, on the water front, were amusing themselves by running around on the ice cake's edge. Venturing out too far, and their weight broke off a huge cake of ice, and in an instant it was caught by the strong tide and carried out into the Sound.

By the time Forrester launched a lifeboat the two castaways were far out from the shore. Forrester was cheered by the employees in the automobile factory when he brought the young men to land.

C. E. WOOD FOR PORTUGAL. Chief Counsel of Pittsburg Coal Company Appointed Envoy After Losing Brazil Post.

PITTSBURG, Pa., Friday.—Cyrus E. Wood, chief counsel of the Pittsburg Coal Company, will be appointed Envoy Extraordinary and Minister Plenipotentiary to Portugal by President Taft. This announcement was made at Washington by Secretary Knox. It had been expected in Pittsburg that Mr. Wood would be appointed to the post of Ambassador to Brazil. He had the indorsement of both the Pennsylvania Senators for that position, but the information from Washington is that the State Department considered Edward V. Morgan's previous diplomatic experience in giving that post to him.

Mr. Wood will be able to enter on his new duties at once. Yesterday was the nineteenth anniversary of Mr. Wood's marriage. He is a graduate of Lafayette College and served two terms in the State Senate.

DISAPPEARS AT THE ALTAR. Prospective Bridegroom at Philadelphia Leaves Home with License in Pocket and Is Lost.

PHILADELPHIA, Pa., Friday.—Jacob Hilbrand, a widower with four children, disappeared at the hour he was to have married Miss Annie Dougherty, of Germantown. The bride party waited for him at the Church of St. Vincent de Paul until his fiancée became hysterical. A messenger was sent to his home, only to learn that he had fled. The bride's mother thought he was at the ceremony, he having left for the church attired for his wedding. He had the marriage license and a considerable sum of money in his pockets. His friends fear he has been robbed and murdered.

FRANCE TO BUILD
BIG MILITARY FEET

Government Will Ask \$4,400,000 Appropriation from Deputies for Aeroplanes.

THOSE ALREADY PROVIDED FOR NUMBER 234, AND \$220,000 RECENTLY PAID FOR PRIZE WINNERS.

PARIS, Friday.—The French government has decided to ask the Chamber of Deputies for an appropriation of \$4,400,000 for the construction of aeroplanes for military purposes.

Fleet Already Ordered Numbers 234 Flying Machines.

France has already made the greatest stride in the development of the aeroplane as a weapon of offense and defense. As already provided, according to a recent report by Mons. Clementel, the French air fleet of 1912 will include 234 heavier than air machines or "avions," as the military aeroplane has been officially designated, in addition to dirigible balloons. The latter include the Adjutant Beau, which within a few weeks has broken the world's distance, duration and altitude records.

The activity of France has been ascribed to the earlier development by Germany of the dirigible as an auxiliary of the army. Count Henry de la Vaulx, the noted French aeronaut, writing lately in the Paris Matin, stated that the Germans have apparently overcome all the difficulties that seemed to beset the problem of the "rigid" type of airship. A year ago he said, the Zeppelins could not rise high enough to be dangerous, but now the type has been improved, carrying much greater weight than the non-rigid French balloons. It has a radius of action of over six hundred miles; and ascent and descent can be regulated with the greatest nicety. Count de la Vaulx drew a marvellous picture of a German dirigible fleet sailing calmly over France, dropping explosives on railway bridges and fortifications, spreading panic in towns and villages, and collecting valuable information to headquarters by means of powerful wireless telegraphic installations.

Military Contests First Step.

The preliminary steps for the construction of the great French air fleet were taken in the recent military contests over a course from Rheims to Amiens. In these contests the dirigible was used for prizes and the purchase of machines.

The winner was the Nieuport monoplane, driven by an American, Charles Terres Weymann. The government paid \$20,000 for this aircraft and ordered ten duplicates of it with certain modifications, paying \$8,000 each for them, besides a bonus of \$100 for every kilometre that the average speed during the final run of 186 miles exceeded 87 miles (87 miles an hour up to a maximum of 90 kilometres (49.6 miles) an hour. Mr. Weymann made an average of 116.87 kilometres (72.6 miles) an hour, and earned the full bonus of \$2,000 for each of the ten aeroplanes.

The government placed orders at the same price and with varying bonuses for six of the Breguet biplanes in which Mons. Moineau flew second in the contest and four of the Dopes biplanes in which Mons. Farman finished close behind.

Other machines finishing close behind were the Breguet biplane of Mons. Breguet, the H. Farman biplane of Mons. Fischer, the H. Farman biplane of Mons. Barra and Mons. Renaux, and the Savary biplane of Mons. Tranzi.

Each of the machines was required to seat three men—a pilot, mechanician and observer—and to land on and arise from ploughed land, stubble fields, prairie and meadow lands. Only aeroplanes constructed in France were admitted to the contest.

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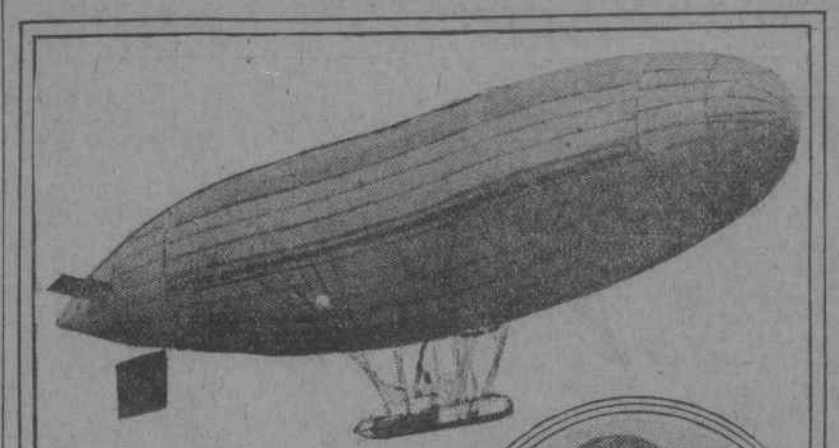
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Americans Buy German Airship
and Will Exhibit It in This City

THE PARSEVAL DIRIGIBLE.

Aero Club of Illinois Purchaser of a Parseval Dirigible Similar to Those in Kaiser's Army.

One of the dirigible balloons that compose a formidable corps of the German army, it was learned yesterday, has been ordered from its manufacturers, the Parseval Company, in Germany, by Americans interested in aeronautics, and is expected to be delivered in time for the aeronautic exhibition to be held in the Grand Central Palace for ten days beginning April 9. This is in addition to the dirigible of the same type which the Parseval Company is expected to exhibit at the show.

The purchasers of the air ship are the members of the Aero Club of Illinois, of which Harold P. McCormick, a son-in-law of John D. Rockefeller, is the active spirit. He has been in the Aero Club of Illinois since 1906, and has been a member of the club, which has its home in Chicago, for several years.

It is quite possible that the big dirigible, as well as the heavier than air craft, will be exhibited in motion in an outdoor show or series of contests to follow the show in the Palace. These are under consideration by the Aeronautic Show Committee of the Aero Club of America, of which W. Irving Trowbridge is the chairman.

At a meeting of the committee yesterday it was decided to ask President Taft to take up with the diplomatic corps the question of inviting all foreign governments to participate in the exhibition. It was also decided to urge upon Brigadier General James Allen, Chief Signal Officer, United States Army, that the army aeronautic corps be adequately represented at the show.

The dirigible bought by the Illinois club is one of the smaller Parseval type, about one hundred feet in length and of about 14,000 cubic feet capacity, much like one built for the Imperial Automobile Club of Berlin. The Parseval, who is a telegrapher, went up with seventy-five or a hundred feet of wire trailing from his plane. At a height of 500 feet he was able to release his warping lever long enough to send a message to a local paper. He has an improvement in mind to operate the warping apparatus with his foot, thus leaving his hand free for the key.

The airship moves with the blunt end foremost, following the streamline theory as to the lines of least resistance to air currents. The bow or stern are depressed in steering downward or upward by adding air to the balloons at the end to be lowered. The larger military machines have carried twenty or more passengers. The design of the Parseval airships is Major August von Parseval, of the German army.

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TELLS OF NEEDS AT
CITY FARM COLONY

Grand Jurors Find That Municipality Does Not Provide Sufficiently for Wards.

The Grand Jury of Richmond county, which has been investigating conditions at the New York City Farm Colony, at New Springville, Staten Island, where Harry Williams is alleged to have been confined to death in a bath tub last week, yesterday handed up a presentation to Justice Clark. On Wednesday a committee of five of the Grand Jury visited the Farm Colony.

E. Stuart Tarter, foreman of the body, handed the presentation late in the afternoon. It says in part—

"We found the number of paid employees to be inadequate; there are not enough medical men to properly look after the comfort of the patients, nor are there a sufficient number of nurses and orderlies at the place to properly care for them."

"To a large extent the sufferers are looked after by individuals who are not paid and who have been committed as inmates. We have ascertained that some of the inmates who perform much work at the colony are former convicts, and one in particular who was engaged as an orderly at the colony previously had served twelve terms in prison."

"The superintendent in the institution, Joseph B. Flick, is, in our opinion, performing an extraordinary amount of work. These findings are not due to any inefficiency on his part, but to the fact that the City of New York appropriates insufficient money to permit the work to be performed by competent and efficient employees."

"We recommend that the city appropriate sufficient money to properly care for the inmates. We suggest that individuals suffering from mental disorders be kept apart from those suffering from physical defects, and also from those in a healthy state. We recommend that more circumspection be exercised in determining the worthiness of an applicant for admission. We suggest that convicts be cared for in other institutions, that a medical staff be employed forthwith to properly care for the large number of patients and that a proper staff, male and female, be provided to care for the patients and paid orderlies be employed to care for those who are afflicted."

TO FLY IN SPLINTS.

[SPECIAL DESPATCH TO THE HERALD.] Los ANGELES, Cal., Friday.—Horace F. Kearney, of Kansas City, who will fly at the aviation meet which opens to-morrow, arrived to-day. He flew on New Year's Day at ten degrees below zero. The water in his radiator froze, causing a fall. His leg and ankle are in splints now.

Calbraith P. Rodgers' name was taken from the list of entries to-day. Richard Morris, manager of the meet, declaring he had not signed a contract. Mr. Rodgers leaves for New York to-morrow.

The dirigible bought by the Illinois club is one of the smaller Parseval type, about one hundred feet in length and of about 14,000 cubic feet capacity, much like one built for the Imperial Automobile Club of Berlin. The Parseval, who is a telegrapher, went up with seventy-five or a hundred feet of wire trailing from his plane. At a height of 500 feet he was able to release his warping lever long enough to send a message to a local paper. He has an improvement in mind to operate the warping apparatus with his foot, thus leaving his hand free for the key.

To-morrow's SUNDAY HERALD will contain the opening chapters of "Chance," a new novel by Joseph Conrad, famous writer of sea stories, who wrote the new book especially for the NEW YORK HERALD. It is a tale that will appeal to women.

AVIATOR USES WIRELESS.

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